

ITEM #22: FOR YOUR INFORMATION

A. HAMPTON ROADS TRANSPORTATION FUND (HRTF): MONTHLY FINANCIAL REPORT

The Virginia Department of Transportation (VDOT) provides the HRTPO with monthly financial reports relating to the HRTF including the following information:

- Revenue from sources as detailed by the collecting agency
- Interest earnings
- Expenditures reflecting both the program (HRTF) total as well as project totals
- The current cash position/balance in the HRTF as well as forecasted cash position/balance

Attachment 22-A

B. HRTAC PROGRAM DEVELOPMENT MONTHLY EXECUTIVE REPORT

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects.

Handout

C. 2019 VIRGINIA GENERAL ASSEMBLY LEGISLATION

HRTPO staff monitored transportation-related legislation during the 2019 General Assembly Session. The session began on January 9, 2019 and adjourned on February 23, 2019. A summary tracking table of pertinent legislation that was proposed and/or passed is attached.

Attachment 22-C

2019 General Assembly Session
Summary of Transportation-Related Bills
May 1, 2019

| Bill | Summary | Patron | Status |
|------------------------|--|------------|--|
| HB1137 | Commuter Rail Operating and Capital Fund. Establishes the Commuter Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve commuter rail service. | Sickles | 02/06/18: House - Continued to 2019 in Transportation by voice No activity during 2019 session. |
| HB1705 | Dulles Airport Access Road; high-occupancy vehicles. Permits a high-occupancy vehicle having two or more occupants to use the eastbound lanes of the Dulles Airport Access Road regardless of whether such vehicle is being used for airport-related purposes. | Reid | 02/05/19 House: Left in Transportation |
| HB1786 | Vehicles on sidewalks. Adds "other power-driven mobility devices," as defined by federal regulations, to the list of vehicles that can legally be ridden or driven on sidewalks. | Hurst | 03/05/19 Governor: Approved by Governor, Chapter 182 (Effective 07/01/19) |
| HB1983 | Rail Enhancement Fund; matching funds. Provides that federal government funds may be used to satisfy the requirement that any project funded by the Rail Enhancement Fund include at least 30 percent matching funds from a private source. Under current law, the matching funds requirement may be met using funds from private businesses, railroads, regional authorities, and local governments. | Stolle | 03/05/19 Governor: Approved by Governor, Chapter 185 (Effective 07/01/19) |
| HB2085 | Transit funding. Raises the existing regional transportation fee, a grantor's tax, from \$0.15 per \$100 to \$0.20 per \$100 for localities in the Northern Virginia Transportation Authority that are also members of the Northern Virginia Transportation District. The bill requires half of the revenues to be deposited in the Northern Virginia Transportation Authority Fund and half to be deposited in the Washington Metropolitan Area Transit Authority (WMATA) Capital Fund. The rate of tax in the other localities will remain at \$0.15 per \$100, with one-third of the revenues to be retained by the locality to be used for transportation purposes and the other two-thirds to be deposited in the Northern Virginia Transportation District Fund. The bill also raises the existing transient occupancy tax in the localities located in the Northern Virginia Transportation District from \$2 to \$3, with all of the revenues from the tax being used to support WMATA. | Watts | 02/05/19 House: Left in Rules |
| HB2269 | Regional transportation sector emissions programs; participation by Commonwealth. Prohibits the Governor or any state agency from adopting any regulation establishing or bringing about the participation by the Commonwealth in the Transportation and Climate Initiative or any other regional transportation sector emissions program. The bill provides that the Commonwealth shall be allowed to participate in such a regional transportation sector emission program if the House of Delegates and the Senate of Virginia each adopt a resolution by two-thirds vote that specifically references and approves the regulatory text proposed for adoption by a state agency. | Poindexter | 03/14/19 Governor: Vetoed by Governor 04/03/19 House: House Sustained Governor's veto |
| HB2313 | Comprehensive highway access management standards. Requires the Commissioner of Highways to (i) require any official who approves a highway access project to certify such project's consistency with the comprehensive highway access management standards and such official's due diligence in reviewing the project and (ii) establish an appeals process whereby an approved or denied highway access project can be reviewed by a different official. | Hodges | 02/27/19 Governor: Approved by Governor, Chapter 157 (Effective 07/01/19) |

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| HB2315 | Department of Transportation; at-risk infrastructure; report. Directs the Department of Transportation, in collaboration with the Commonwealth Center for Recurrent Flooding Resiliency, to identify public transportation infrastructure at risk of flooding or deterioration due to flooding and to develop a plan for managing such assets. | Hodges | 02/05/19 House: Left in Rules |
| HB2326 | Statewide prioritization process; primary evacuation routes. Adds maintenance of primary evacuation routes to the factors that must be considered by the Commonwealth Transportation Board in the statewide prioritization process, commonly known as SMART SCALE. | Brewer | 01/22/19: House - Tabled in Transportation |
| HB2437 | Electronic toll collection device monthly statements; fees. Prohibits the Department of Transportation from charging monthly fees in connection with online monthly account statements for electronic toll collection devices. | Torian | 02/05/19 House: Left in Transportation |
| HB2466 | Department of Transportation to study State Route 28; report. Directs the Department of Transportation to study the feasibility of implementing improvements to State Route 28 in Prince William County between the City of Manassas Park and Fairfax County. | Roem | 02/05/19 House: Left in Rules |
| HB2467 | Department of Transportation to study State Route 28; report. Directs the Department of Transportation to study the feasibility of implementing improvements to State Route 28 between the City of Manassas Park and State Route 29 in Fairfax County. | Roem | 02/05/19 House: Left in Rules |
| HB2468 | Department of Transportation to study State Route 28; report. Directs the Department of Transportation to study the feasibility of implementing improvements to State Route 28 between U.S. Route 15 in Fauquier County and State Route 29 in Fairfax County. | Roem | 02/05/19 House: Left in Rules |
| HB2633 | Commonwealth Transportation Board funding; congestion mitigation. Prohibits the Commonwealth Transportation Board from prioritizing a project that is likely to increase congestion over a project that would not increase congestion during the statewide prioritization process, commonly known as SMART SCALE. | Delaney | 01/29/19 House: Tabled in Transportation |
| HB2475 | Virginia Public Procurement Act; use of competitive negotiation for construction; exemption from certain requirements related contracting for public works. Requires that competitive negotiation be used for construction projects where the project cost is expected to be more than \$500,000. Under current law, construction may be procured only by competitive sealed bidding, except (i) when procured by a public body on a fixed price design-build basis or construction management basis as permitted by law or (ii) when procured by a public body for the construction of highways and any draining, dredging, excavation, grading, or similar work upon real property under certain circumstances. The bill also exempts contracts for the construction of public works where the project cost is expected to be more than \$500,000 from certain provisions relating to state agency agreements with labor organizations. | Torian | 02/05/19 House: Left in General Laws |
| HB2511 | HOT lanes on Interstate 66; operating hours. Sets the operating hours for HOT lanes on Interstate 66 inside the Beltway from 6:30 a.m. to 9:00 a.m. for eastbound lanes and from 4:00 p.m. to 6:30 p.m. for westbound lanes. | Hugo | 02/05/19 House: Left in Appropriations |

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| HB2527 | Tolling; Planning District 8. Prohibits the imposition and collection of tolls on any primary highway that is wholly located in Planning District 8 and that was previously classified as a secondary highway and is between 30 and 35 miles in length without prior approval by the General Assembly. | Hugo | 03/18/19 Governor: Approved by Governor, Chapter 548 (Effective 07/01/19) |
| HB2553 | Mass transit providers; loss of certain operating funds. Provides that any mass transit provider that incurs a loss in operating funds as a direct result of the performance-based allocation process set forth in Chapter 854 of the Acts of Assembly of 2018 may be eligible for supplemental operating funds in fiscal year 2020. The maximum amount of supplemental operating funds shall not exceed \$3 million from the nongeneral fund amounts available to the Department of Rail and Public Transportation. | Thomas | 03/18/19 Governor: Approved by Governor, Chapter 551 (Effective 07/01/19) |
| HB2571 | Interstate 81 Corridor Improvement Transportation Commission; funding. Creates the Interstate 81 Corridor Transportation Commission, embracing the localities located in planning districts 3, 4, 5, 6, and 7. The Commission would be responsible for allocating any revenues dedicated to it by the General Assembly for improvements within the Interstate 81 corridor. | LaRock | 02/05/19 House: Left in Appropriations |
| HB2611 | Regional Greenhouse Gas Initiative; prohibition on participation by Commonwealth. Prohibits the Governor or any state agency from adopting any regulation establishing a carbon dioxide cap-and-trade program or bringing about the participation by the Commonwealth in a regional market for the trading of carbon dioxide allowances. The bill provides that the Commonwealth shall be allowed to participate in such a cap-and-trade program if the House of Delegates and the Senate of Virginia each adopt a resolution by a two-thirds vote that specifically references and approves the regulatory text proposed for adoption by a state agency. | Poindexter | 03/14/19 Governor: Vetoes by Governor House: House sustained Governor's veto, 04/03/19 |
| HB2718 | Interstate 81; Interstate 81 Corridor Improvement Fund. Creates the Interstate 81 Corridor Improvement Fund. Any revenues deposited in the Fund would be allocated for improvements to the Interstate 81 Corridor. The bill also directs the Commonwealth Transportation Board (Board) would develop and update, in consultation with an Interstate 81 Committee (Committee) established by the bill, to develop an Interstate 81 Corridor Improvement Program. The Committee is also directed to review the Interstate 81 Corridor Improvement Plan adopted by the Board on December 5, 2018, as it relates to funding options and make recommendations to the Governor and the General Assembly regarding funding recommendations and prioritization of projects. | Landes | 03/26/19 House: Governor's recommendation received by House 04/03/19 House: House concurred with Governor's recommendation 04/03/19 House: Reenrolled 04/03/19 House: Signed by Speaker as reenrolled 04/03/19 Senate: Signed by President as reenrolled 04/03/19 House: Enacted, Chapter 837 (Effective - see bill) |

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| HB2737 | Department of Rail and Public Transportation; rail signage. Directs the Department of Rail and Public Transportation to evaluate the placement and maintenance of highway signs to (i) indicate the presence and direction of nearby Amtrak or intercity passenger rail stations and (ii) promote the use of such services. The bill further directs the Department to evaluate the cost and potential funding sources for such signs and to report its findings to the Secretary of Transportation and the Chairmen of the House and Senate Committees on Transportation by December 1, 2019. | Bagby | 03/18/19 Governor: Approved by Governor, Chapter 553 (Effective 07/01/09) |
| HB2800 / SB1775 | Commissioner of Highways; overweight trucks. Requires the Commissioner of Highways to report annually by December 1 to the Governor, the General Assembly, and the Commonwealth Transportation Board regarding overweight trucks. The bill expires on January 1, 2021. This bill is identical to SB 1775. | Garrett | 03/04/19 Governor: Approved by Governor, Chapter 401 (Effective 07/01/19) |
| HI580 | Study; joint subcommittee to study widening Interstate 95 between Exit 118 and the Springfield Interchange. Establishes a joint subcommittee to study the feasibility of widening Interstate 95 between Exit 118 and the Springfield Interchange. | Cole | 02/05/19 House: Left in Rules |
| HI581 | Interstate 95 Corridor Improvement Plan; report. Requests the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange, financing options for improvements to the corridor, and the effect that enhanced transit service would have on mitigating traffic along the corridor. | Cole | 02/22/19 House: Bill text as passed House and Senate (HJ581ER) |
| HI629 | Study; JLARC to study reduction or elimination of tolls on Midtown and Downtown Tunnels in Hampton Roads; report. Directs the Joint Legislative Audit and Review Commission to study the feasibility of reducing or eliminating tolls on the Midtown and Downtown Tunnels in Hampton Roads. | Heretick | 02/05/19 House: Left in Rules |
| HI647 | Study; Department of Rail and Public Transportation; improved transportation services; report. Requests that the Department of Rail and Public Transportation (the Department) to identify and recommend potential public transportation services from the Franconia-Springfield Metro Station to Marine Corps Base Quantico in Prince William and Stafford Counties and to study the feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Department shall report its findings and recommendations for the two-year study no later than the first day of the 2020 and 2021 Regular Sessions of the General Assembly. | Foy | 02/05/19 House: Left in Rules |
| HI671 | Study; Department of Rail and Public Transportation; cost of commuter and light rail projects; report. Requests the Department of Rail and Public Transportation to study and develop best practices for lowering the cost of commuter and light rail projects. | Roem | 02/05/19 House: Left in Rules |
| HI704 | Transportation agreements. Recognizes that public-private transportation partnership agreements that contain provisions prohibiting or frustrating the construction of non-tolled transportation facilities as alternatives to tolled facilities through economic disincentives are against public policy. | Heretick | 02/05/19 House: Left in Rules |

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|------------------------|---|----------|---|
| SB207 | Statewide prioritization process project selection. Requires the total cost of a transportation project to be considered in evaluating projects under the statewide prioritization process. The bill requires the Commonwealth Transportation Board to evaluate congestion mitigation on the basis of total traffic volumes, not just traffic volumes during weekdays. The bill imposes restrictions on projects receiving funding from the High Priority Projects Program that are evaluated under the statewide prioritization process. | Stuart | 02/07/18 Senate: Continued to 2019 in Transportation 11/30/18 Senate: Left in Transportation |
| SB1083 | Remote sales and use tax collection; sufficient activity by dealers and marketplace facilitators as to require registration for sales and use tax collection. Directs the Department of Taxation (the Department) to require a remote seller to collect sales and use tax if the seller has more than \$100,000 in annual gross revenue from sales in Virginia or at least 200 sales transactions in Virginia and requires a marketplace facilitator, which enables marketplace sellers to sell in Virginia through its marketplace, to collect sales and use tax if its annual gross revenue from facilitated sales in Virginia exceeds \$100,000 or it facilitates at least 200 sales transactions in Virginia. The bill provides that the obligation of remote sellers and marketplace facilitators to collect sales and use tax shall not apply to transactions occurring before July 1, 2019. | Petersen | 03/26/19 Governor: Approved by Governor, Chapter 816 (Effective 07/01/19) |
| SB1468 | Northern Virginia Transportation Authority; analysis of projects. Shifts responsibility from the Department of Transportation to the Northern Virginia Transportation Authority for the evaluation and rating of significant transportation projects in and near Planning District 8. The bill also adds administrative and operating expenses to those expenses that can be paid by the Northern Virginia Transportation Authority Fund. Current law provides that administrative expenses be allocated to the component counties and cities of the Authority. | Black | 03/21/19 Governor: Approved by Governor, Chapter 749 (Effective 07/01/19) |
| SB1470 | Additional motor fuels tax. Imposes an additional motor fuels tax equal to five percent of the average wholesale price of gasoline on the sale of gasoline, gasohol, diesel, and alternative fuels. \$300 million of the new revenues would be reserved for improvements to Interstate 81, and the remainder would be distributed pursuant to existing allocation formulas for statewide transportation needs. | Edwards | 02/19/19 House: Left in Appropriations |
| SB1505 | Naming highways, bridges, interchanges, and other transportation facilities; cost of signage. Provides that for highways, bridges, interchanges, and other transportation facilities named after a state official killed during the performance of his official duties, including State Police officers and state highway transportation workers, the costs of producing, placing, and maintaining naming signage shall be paid for from Commonwealth Transportation Funds. The bill requires that such a naming be requested by the head of the state agency by which the state official was employed. Current law requires the locality in which the highway, bridge, interchange, or other transportation facility is located to pay such costs and request such naming. | Carrico | 03/25/19 Governor: Approved by Governor, Chapter 802 (Effective 07/01/19) |
| SB1550 | Bicyclists and other vulnerable road users. Provides that a person who operates a motor vehicle in a careless or distracted manner and is the proximate cause of serious physical injury to a vulnerable road user, defined in the bill as a pedestrian or person riding a bicycle, electric wheelchair, wheelchair, skateboard, skates, foot-scooter, animal, or animal-drawn vehicle, is guilty of a traffic infraction. The bill prohibits the driver of a motor vehicle from using or crossing into a bicycle lane to pass or attempt to pass another vehicle. | Surovell | 02/19/19 House: Left in Courts of Justice |

Green-shade indicates approved bills, budget amendments, and joint resolutions.
Prepared by HRTPO staff | Page 5

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| SB1680 | Mass transit providers; loss of certain operating funds. Provides that any mass transit provider that incurs a loss in operating funds as a direct result of the performance-based allocation process set forth in Chapter 854 of the Acts of Assembly of 2018 may be eligible for supplemental operating funds in fiscal year 2020. The maximum amount of supplemental operating funds shall not exceed \$3 million from the nongeneral fund amounts available to the Department of Rail and Public Transportation. | Mason | 03/18/19 Governor: Approved by Governor, Chapter 567 (Effective 07/01/19) |
| SB1684 | Six-year plans for secondary state highways; public meeting. Limits the requirement that a governing body with a six-year plan for improving the secondary highway system advertise for and hold a public meeting regarding such plan to only those years in which the county has a proposed new funding allocation greater than \$100,000. | Petersen | 02/21/19 Governor: Approved by Governor, Chapter 81 (Effective 07/01/19) |
| SB1749 | Robert O. Norris Bridge and Statewide Special Structure Fund. Creates the Robert O. Norris Bridge and Statewide Special Structure Fund to fund the maintenance and replacement of large and unique structures. The bill directs the Commonwealth Transportation Board to undertake a comprehensive review of the current and future condition of pavements and bridges and create a plan that includes the funding needs of large and unique transportation structures in the Commonwealth. | McDougle | 02/21/19 Governor: Approved by Governor, Chapter 83 (Effective 07/01/19) |
| SB1770 | Transportation Funding. Creates a statewide approach to transportation funding. The bill repeals the regional sales tax and gas tax enacted in 2013 to fund transportation initiatives in Hampton Roads and Northern Virginia, and raises the statewide gas tax by three percent to fund transportation generally. The bill has a delayed effective date of July 1, 2020, and directs the Secretary of Transportation to report to the Governor and the chairmen of the House Committees on Appropriations and Transportation and the Senate Committees on Finance and Transportation regarding changes necessary to existing transportation funding allocations to honor existing contracts and debt service obligations. | Deeds | 01/31/19 Senate: Passed by indefinitely in Finance |
| SJ254 | Study; Department of Transportation; purchase of the Dulles Greenway; report. Requests the Department of Transportation to study the feasibility of purchasing all or part of the Dulles Greenway. | Black | 02/21/19 Senate: Bill text as passed Senate and House (SJ254ER) |
| SJ259 | Study; Virginia Department of Transportation; feasibility of eastern bypass for U.S. Route 29 around Charlottesville; report. Requests the Virginia Department of Transportation to study the feasibility of an eastern bypass for U.S. Route 29 around Charlottesville, as well as potential funding sources including the potential sale of right-of-way properties that were acquired for the defunct western bypass project. | Peake | 02/05/19 Senate: Passed by indefinitely in Finance |
| SJ260 | Study; VDOT; Route 60 Corridor; report. Requests the Department of Transportation to review and update its 1999 study entitled "Route 60 Corridor Study: Amherst, Nelson, Appomattox, Buckingham, Cumberland, and Powhatan Counties." | Peake | 02/01/19 Senate: Passed by indefinitely in Rules by voice vote |
| SJ276 | Interstate 95 Corridor Improvement Plan; report. Requests the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange and financing options for improvements to the corridor. | Reeves | 02/21/19 Senate: Bill text as passed Senate and House (SJ276ER) |

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| 363 #1c | First Landing Project. This amendment adds \$50,000 from the general fund in fiscal year 20 to the existing First Landing bike facilities expansion project. | DeSteph | Language: Page 401, line 16, strike "\$67,793,291" and insert "\$67,843,291". Page 403, line 3, after "year" insert: "and \$50,000 from the general fund the second year". |
| 445 #2h | Tier II EIS - Hampton Roads Passenger Rail. This amendment provides \$12.0 million the second year for costs associated with the Tier II Environmental Impact Statement (EIS) for improved passenger rail service between Hampton Roads (Peninsula and Southside) and Richmond. The total cost is \$24.0 million. A request of \$12.0 million in fiscal year 2020 and \$12.0 million in 2021 would fully fund the project. A Tier II study was recently funded by the Commonwealth and completed from Richmond to D.C. | James | |
| 446 #2s | Tier II EIS - Hampton Roads to Richmond. This amendment requests funding to complete the Tier II Environmental Impact Statement (EIS) for improved passenger rail service between Hampton Roads (Peninsula and South Side) and Richmond. The total estimated cost of the EIS is \$24 million. A Tier II study funded by the Commonwealth was recently completed for the Richmond to DC corridor. | Wagner | |